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REPORT
ON
TRADE RELATIONS
BETWEEN
CANADA AND THE WEST INDIES

BY
JOHN T. WYLDE
Commercial Agent of Canada to the West Indies.



OTTAWA:
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1887.

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The

OTTAWA, 20th April, 1887.

SIR,—I have the honor to submit my report on the subject of steam communication and extended trade relations between Canada and the West Indies.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

JOHN T. WYLDE,

Commercial Agent of the Government of Canada to the West Indies.

The Honorable

Sir CHARLES TUPPER, G.C.M.G., C.B.,
Minister of Finance,
Ottawa.

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REPORT

By MR. JOHN T. WYLDE,

Commercial Agent of the Government of Canada to the West Indies, 1886-87.

OTTAWA, 20th April, 1887.

PRELIMINARY REMARKS.

1. Having carried out the instructions conveyed to me in the letter of the Honorable Minister of Finance, under date the 26th November, A.D. 1886, and having visited the Islands of Cuba, Porto Rico and Jamaica as the Commercial Agent of the Government of Canada, I have now the honor to report, for the information of the Government, on the subject of inquiry I was directed to institute, more particularly with regard to the feasibility of establishing lines of steamers between Canada and the West Indies.

2. Before embarking at New York for Cuba, I took the opportunity of examining into the trade of that port with the West Indies. By a judicious placing of lines of steamers from the United States to all parts of the West Indies, employing about 40,000 tons of steamship tonnage from the port of New York alone, (see Appendix A) the Americans have succeeded in building up a vast trade, while Canada is without a single steamer engaged in direct communication with the West Indies. For the year ended 30th June, 1885, the trade between United States and Cuba amounted :

In Exports to.....	\$ 8,468,523
In Imports to.....	42,192,186
Equal to.....	\$50,660,709
And that between United States and Porto Rico, in Exports to.....	\$1,551,945
Imports.....	6,104,263
	7,656,208
The trade between United States and British West Indies amounted, in the same year to, Exports.....	\$6,291,347
Imports.....	9,884,054
	16,175,401
Total.....	\$74,492,318

3. The principal articles of export from the United States consist of breadstuffs, coal, glass, provisions, oils, fish, vegetables, lumber, shooks, cattle, carriages and manufactures of iron and steel, cotton, paper, leather and hemp. Some of the articles enumerated, viz., fish, lumber, vegetables and manufactures of iron are largely Canadian products.

4. Proceeding to the Island of Cuba in the steamer "City of Alexandria," a passage of four and a half days brought us to Havana, the Capital city.

5. The harbor of Havana is exceptionally safe and commodious, while the city itself presents numerous points of interest and magnificence. With a population of about 250,000 inhabitants, the evidences of wealth and grandeur are everywhere apparent; some, alas, of the ambitious and unfinished undertakings of a past time of prosperity and luxury.

6. On arrival I waited upon A. de C. Crowe, Esq., Her Majesty's Consul General for Cuba, who received me very courteously and proffered every assistance in his power towards obtaining the desired information. He placed me in the hands of the Acting Vice-Consul, Mr. Butler, who having an excellent knowledge of the language, &c., of the people, rendered me most valuable aid. I was introduced to some of the leading merchants of the city, and I had an opportunity of obtaining their views on the subject of direct trade with Canada by means of steam communication.

7. The liveliest possible interest was manifested in the prospect of closer intercourse. Knowing that some of their imports from the United States were of Canadian origin, and that Canada could supply other important and needed articles, and feeling it incumbent upon them, under the great financial pressure in the Island, to obtain their supplies in the most favorable manner, the merchants of Havana look upon the establishment of steam communication between Canada and Cuba as of the greatest moment.

8. In official circles I had the honor of an introduction to the Secretary of the Government, the Marquis de Mendez Nunes. On being informed of the desire of the Government of Canada for greater commercial intercourse with Cuba, the Marquis expressed himself greatly pleased. He informed me that it was out of the power of the Island Government to enter into any trade arrangements; such matters belonged to the Imperial Government, and were conducted entirely by Spain. I was also introduced to the Postmaster General, who stated that, if the projected line of steamers were made a regular mail line, he would be glad to recognize it as such, which would entitle the steamers to special port privileges.

9. In the course of my inquiries I found that the consumption of Norwegian codfish was decreasing. There had been a falling off of about 33½ per cent. in the last four years. The yearly quantities will be found in the appendix. I was informed that this was caused by the high price of Norwegian compared with English, (i.e., Canadian and Newfoundland codfish), the latter also paying a lesser duty; owing to the great falling off in the value of sugar, the inhabitants were obliged to use the cheaper description. The opinion was freely expressed that the consumption of English codfish would increase, while that of Norwegian would decrease still further.

10. The island numbers about 1,250,000 inhabitants. The quantity of rice consumed in consequence of its being a universal article of diet is enormous. It is obtained chiefly from Liverpool where it is received from the East Indies, and there cleaned for transshipment. When the Canadian Pacific Railway Company complete their railway to the Atlantic, and establish their Asiatic connections it might be considered of importance to ascertain how far transportation rates would bear a comparison.

11. For the following statements see appendix, viz.:—

Statement of the leading articles imported into Cuba, and whence received, Appendix B.

Statement of lines of steam communication with the Island, Appendix C.

Pro forma account of port charges at Havana on steamers of 1,000 tons register, Appendix D.

Pro forma account sales of flour; Appendix E.

Statement of the duties payable on exports, Appendix F.

Statement of the duties payable on some of the leading articles of import, Appendix G.

Statement of imports at Havana of jerked beef and English and Norwegian dry fish, Appendix H.

12. Through the great fall in the value of sugar, a very despondent feeling is apparent in business circles. The crop now in the course of being turned into sugar is a bountiful one, estimated to amount to over 700,000 tons. On some estates the planters find it difficult to undertake its manufacture, and where money has to be borrowed to move the crop, quite unprofitable. I was enabled to see the operation of sugar making with improved machinery, by means of which, as I was informed,

the production of cane juice was augmented fully 14 per cent. If sufficient capital can be obtained to introduce the improved system generally, it is thought that the battle with beet root will be continued on more even terms.

13. The great bulk of the population of Cuba, while owing allegiance to the flag of Spain, are essentially Cuban in their aspirations. In consequence there is far less of that absenteeism which prevails in the British West Indies. The Cuban preserves and perpetuates the race characteristics, and the result is a homogenous people affording a striking contrast to the Island of Jamaica and other British West Indies, where the Negro race so largely preponderates.

PORT RICO.

14. After four days' passage by the Spanish Royal Mail Steamer, "Ciudad de Cadiz" to Porto Rico, I arrived at the city of San Juan. On explaining my mission to the merchants, I found considerable interest manifested in the subject. Very general expression was given to the desire for more regularity in receiving fish supplies from Nova Scotia, the bulk of the import trade from Canada being done with that Province.

15. The Ports of Halifax, Lunenburg, and Yarmouth carry on a large trade with Porto Rico by sailing craft. I do not suppose it would suit the shippers from Lunenburg and Yarmouth to send their cargoes in steamers from Halifax, but the opportunity might sometimes be used. To those engaged in the trade in Halifax with their own craft, such a change in the mode of doing business would doubtless cause inconvenience; but the change from sailing vessels to steamers has been made in other countries; and steamships are recognized in all parts of the world as necessary for the regular and expeditious transportation of merchandise.

16. There should be an opening in this Island for other products of Canada besides fish and lumber. Flour supplied in moderate quantities and at regular intervals should find a ready sale. A large quantity of cheese is consumed which comes chiefly from Germany. Canada, being eminently a cheese-making country, should be able to compete in that article. A good deal of wirefencing is used, some of which, I was informed, was of Canadian manufacture, received through the United States. Potatoes, apples, beans and peas, hams and bacon find ready sale.

The population of Porto Rico is estimated at 800,000 and the annual aggregate trade amounts to about \$30,000,000. For particulars of trade and *pro forma* accounts, tariff and line of steamers, see Appendices I to Q.

ST. THOMAS.

17. I left San Juan by the R. M. S. "Eden" for Barbadoes, in order to connect there with the R. M. S. "Nile" for Jamaica. The "Eden" remained at St. Thomas three days, giving me an opportunity of conversing with some of the merchants. The withdrawal of the mail lines from St. Thomas, and the importance Barbadoes has obtained as a port of call, has had a depressing effect on the trade of the place. It was thought, however, that if St. Thomas could be drawn into closer intercourse with Canada by a steam service to the Island a certain amount of trade might be developed.

BARBADOES.

18. Leaving St. Thomas on the 20th of January, a visit of a few hours only was made at the Islands of St. Kitts, Antigua, Montserrat, Guadaloupe, Dominica, Martinique and St. Lucia, Barbadoes being reached on the 24th of the same month. The interval of three days at Barbadoes before leaving for Jamaica was occupied in calling upon several of the prominent merchants of Bridgetown. I also had the opportunity of an interview with the Honorable C. C. Knollys, Colonial Secretary. I was informed by Mr. Knollys that the finances of the Island were in such a state that he

could give no encouragement whatever, as regards the grant of a subsidy; the Government having to practise the utmost retrenchment in order to make ends meet.

19. By means of steam communication, the trade between Barbadoes and the United States has developed into large proportions. More than half of the sugar produced in 1886 was taken by the Americans, while the articles of flour, meal, bread, pork, pease, lard, oil, &c., were supplied by them. Canada and Newfoundland take the bulk of the molasses. Newfoundland supplies nearly all the codfish consumed; the "hard cured" being preferred to the quality shipped from Nova Scotia.

20. The possibility of direct trade by steamers with Canada was a subject of much interest; but I think that unless flour can be supplied to meet the requirements of climate at competitive prices, and codfish of a better keeping quality sent, the volume of the trade between Canada and Barbadoes will continue small, as those articles must be depended on principally for cargo.

See Appendix R for tariff of duties.

JAMAICA.

21. Leaving Barbadoes on the 26th January, I arrived at Kingston, Jamaica, on the 30th. Obtaining an early interview with His Excellency Sir H. W. Norman, Governor of Jamaica, I explained the object of my mission. His Excellency stated that he heard me with great pleasure; but was sorry that his immediate departure for England would prevent his taking just then a more personal interest in the matter.

22. He expressed his great interest in having direct steam communication with Canada and stated that he would support any feasible measure, whereby financial or commercial assistance could be rendered. The minute made by His Excellency will be found in Appendix S.

23. Jamaica, like the other West India Islands, has suffered most seriously by the low price of sugar, and quite a gloomy view of affairs is taken by many of the merchants.

24. The revenue for the past year was not more than equal to the expenditure, and special measures would have to be taken if the Government decided to join Canada in any subsidy.

25. Finding much interest evinced by the merchants on the subject of closer trade intercourse between Canada and Jamaica, I endeavored to get an expression of opinion from them as a body. I also placed before the Council of the Jamaica Society of Agriculture and Commerce a statement for consideration, a copy of which, with the correspondence thereon, I have the honor to submit:—

26. *Statement respecting direct steam communication between Canada and the West Indies, made to the Jamaica Society of Agriculture and Commerce, by Mr. Wylde, Commercial Agent of the Government of Canada, to the West Indies.*

"KINGSTON, JAMAICA, 17th February, 1887.

"The attention of the Government of Canada having been directed to the fact, that by the withdrawal of the Cunard line of steamers last year direct steam communication between Canada and the West Indies had entirely ceased, the undersigned was commissioned to make enquiry on the subject, with a view to the renewal and enlargement of those facilities for direct trade.

"The countries being so mutually interested it appears most important that regular and expeditious facilities should exist, for the interchange of merchandize and mails, and for passenger traffic. The West Indies being the natural market for many of the productions of the Dominion, and Canada likewise requiring largely of the products of the West Indies, it would appear most obvious that the subject should receive special consideration.

"A large volume of Canadian productions reaches the West Indies by foreign steamers *via* foreign ports. This circumstance while it may be viewed, from a Canadian standpoint, with a certain degree of humiliation, has its interested aspect to the West Indies, in the enhancement of cost undoubtedly entailed by indirect transportation.

Our American neighbors are active and most enterprising, and they have not been slow to observe the signs of the times. We see evidences of this in the numerous steamship lines of various nationalities trading to their ports, and affording rapid business avenues throughout the West Indies. They have discarded the old-fashioned ways, and as a result are largely monopolizing the trade. In order to increase their business in the Tropics, they are pursuing methods which are recognized to be absolutely necessary to success in many branches of trade; and however novel it may appear in connection with the article of fish that commercial travellers should be employed in procuring orders, American fish firms are thus represented in the West Indies, and even in this Island I have conversed with a special fish agent, who informed me that he was doing a large business, and that dealers were being put in the way of having their regular wants supplied in a regular manner.

"The important commercial treaty concluded by England with Spain, which came into operation last October, gives Canada the advantage of exporting to the Islands of Cuba and Porto Rico under a reduction from the old rates of duty of about 25 per cent. The inquiry of the undersigned has, under instructions, been directed to the establishment of communication between Canada and other parts of the West Indies besides Jamaica, and it will be for your Honorable Chamber to consider, in the event of your expressing a willingness to join in aiding the enterprise by a subsidy, how far direct trade with Canada may be united with a service to your neighbors of Cuba.

"To give the steamship route what was considered to be a good commercial basis, the undersigned has suggested that the Ports of Havana, Kingston and Santiago be united in one itinerancy, in a service embodying two steamers of 1,000 tons each, maintaining a speed to average not less than 11 knots per hour, and which after getting into working order, should be able to keep up a fortnightly communication; a third ship to be added as business developed, and in order to ensure regular service.

"I believe there is a desire in official circles for a mail service between Jamaica and Turks Island. To embrace Turks Island in the route mentioned would be to disturb the plan essentially, and this phase of the subject ought to receive grave consideration. Jamaica having, in a marked manner, manifested a desire for closer intercourse with Canada, the greatest weight would doubtless be given to whatever resolution your Honorable Chamber may come to, and I feel safe in assuring you that to develop the trade between Canada and Jamaica by ensuring your hearty cooperation was one of the leading considerations that led to this mission; it having been pointed out that through the medium of the Cunard line an extended business was gradually developing, the loss of which was felt as a mutual inconvenience.

"The annual foreign trade of Canada as represented by her imports and exports aggregates about \$200,000,000, which in 1835 amounted with the United States to 46 per cent., with England 42 per cent., with the West Indies 3 per cent.; the small remainder being divided among several other countries.

"In order to convey to you some idea of the capabilities of the country, to have closer relations with which I am humbly endeavoring to draw your attention, and to indicate what possibilities may be in the future, I will state a few facts. In 1875 Canada had 4,326 miles of railway. In 1885, 10,150 miles. The number of passengers carried in 1885 was 9,672,599 against 5,190,416 in 1875. The quantity of freight in 1885, 14,659,271 tons, against 5,670,836 tons in 1875, and the gross earnings \$32,227,469 against \$19,470,539. Quoting from the Canadian handbook, I find the following:—"It was a remarkable commercial incident that the first car of ordinary merchandize consigned to British Columbia was a cargo of Jamaica sugar refined at Halifax and sent overland to the Pacific terminus nearly 4,000 miles in one stretch under the flag of Great Britain."

"The population of Canada is now computed to be 5,000,000. For the years 1882, 83, 84 and 85 the additions by immigration amounted to a yearly average of 107,268 persons, with money and effects to the value of nearly \$4,000,000 per annum. The banking capital amounts to \$230,000,000. The shipping in 1884 amounted to 1 231,856 tons, and \$1,000,000 are spent annually in the maintenance of lighthouses, and other marine services. The agricultural resources of Canada, embraced in her capacity to produce wheat and other articles, are practically unlimited. Her fisheries are unrivalled, while her manufactures are assuming very large proportions.

"Besides fish and lumber, Canada wants to send you her flour and biscuits, peas and beans, beef and pork, hams and bacon, butter and cheese, hay and oats, apples and potatoes, ale and porter, glass and glassware, soap and candles, boots and shoes, nails, paper, cottons, tweeds, cordage and canvas, coal, carriages, grindstones, agricultural implements, wire fencing and machinery of all kinds.

"Jamaica found a market in Canada in 1884 for 40 per cent. of her sugar crop, while in 1885 the quantity was under 20 per cent., owing to diminished intercourse, and if direct facilities were afforded, and special efforts made, your sugar exports to Canada would be enlarged, and the trade in fruits and other valuable products of the Island would be sensibly augmented.

"The undersigned being sanguine that, under special concessions, the volume of your fruit trade might be increased, will be glad to recommend the free introduction into Canada of your fruits, if shipped direct from your Island, and would suggest for the consideration of your Chamber, how far the prospect of bringing this about might be strengthened by your recommending some concession from your tariff as an equivalent.

"I would further state in conclusion that the Government of Canada being thus anxious to see established lines of steam communication with the West Indies, feel disposed to aid by subsidy in the promotion of so desirable an object, and I am to seek co-operation on the part of Jamaica. I would feign believe that the people of Jamaica are equally desirous of improved direct trade opportunities with Canada, and I trust they will be disposed to contribute towards the subsidy required to induce responsible steamship owners to undertake the service.

"Respectfully submitted by,

"JOHN T. WYLDE,

"Commercial Agent of the Government of Canada to the West Indies."

27. ANSWER.

"THE MERCHANTS' EXCHANGE,"

"KINGSTON, JAMAICA, 25th February, 1887."

"SIR,—I am directed by the Council of the Jamaica Society of Agriculture and Commerce to acknowledge the receipt of your statement respecting direct steam communication between Canada and the West Indies, and to inform you that at a meeting of the Council held on the 24th inst., the following resolution was, after due consideration of the subject, unanimously adopted:—

"Resolved—That the Council having duly considered the proposals made by Mr. Wylde, regret that it cannot recommend the Government to aid by a subsidy the promotion of steam communication between Canada and the West Indies. The Council, however, is quite alive to the advantages which such a line as that proposed would confer and would give it its cordial support.

"I am further directed to call your attention to the fact that, at the present moment, there is no subsidized line of steamers running between this Island and the

United States, all the lines at present in operation being purely private enterprises: it is the opinion of the Council that the commercial community of this Island is adverse to the granting of subsidies, such as that suggested. The Council, also, while fully alive to the great advantages to be derived both by the Dominion of Canada and by Jamaica from the establishment of a direct steam service, considers that Canada would derive much greater benefit than Jamaica from such service. In illustration of this, it is sufficient to refer to the eleventh paragraph of your statement, in which are named the various articles of export, which Canada could furnish Jamaica, which articles are, at the present time, imported from the United States.

"The Council desires me also to remind you that the two principal fruit exports of the Island are bananas and oranges, the former of which is the larger of the two. Bananas, also, are admitted free of duty to the United States. In the absence of any statistical information respecting the consumption of fruit in Canada, the Council is unable to compute what the value of this trade is likely to be.

"There likewise seem to the Council to be two great drawbacks to the increase of the fruit trade with Canada, should the proposed line of steamers take the route suggested in your statement.

"(1.) The passage from Jamaica to Halifax would occupy from ten to twelve days, much too long a time for perishable articles.

"(2.) If sugar and molasses are to be stowed in the same hold it will be found impossible to carry fruit with any prospect of profit to the shippers.

"The Council directs me in conclusion, to convey to you its sincere thanks for your able statement, and to assure you of its hearty co-operation in aiding the establishment of direct steam communication between Canada and Jamaica.

"I have the honor to be, Sir,

"Your obedient servant,

"J. B. ELLIS,

"Secretary.

"JOHN T. WYLDE, ESQ.,

"Commercial Agent of the Government of Canada to the West Indies."

28. Mr. Wyld's Letter.

"KINGSTON, JAMAICA, 28th February, 1887.

"SIR,—I have to acknowledge the receipt of your letter of the 25th instant which reached me on the 27th.

While mindful of the obligations under which I am placed by the trouble your Council has taken to consider my statement, and although the decision come to in reference to aiding in the establishment of steam communication between Jamaica and Canada is unfavorable, I am encouraged to bring the matter again to the notice of your Chamber by the concluding paragraph of your letter which assures me 'of its hearty co-operation in aiding the establishment of direct steam communication between Canada and Jamaica.'

"In noticing the statement that 'it is the opinion of the Council that the commercial community is adverse to the granting of subsidies,' I am led to observe that the subsidy granted to the line to New York, it is generally conceded, fulfilled its object in fostering and establishing a trade, which, being now self-sustaining after due development, does not require further Government aid. It would appear, with all due respect to the opinion of your Council, that such an experience might be considered sufficient to justify a recommendation to follow the same course with respect to fostering a special trade with Canada.

"Relying then on your promised 'co-operation' I would place before your Chamber a further proposal embracing reciprocal concessions which might, if adopted,

assist in some degree in aiding the project of a steamship line. Having in view as already intimated the free introduction into Canada of your fruits if shipped direct I would take the liberty of suggesting for the consideration of your Council whether a reduction in the duty on flour and fishstuffs into Jamaica from Canada might not be recommended as an equivalent. I am without data as regards the consumption in Canada of your oranges and bananas. With a duty of 20 per cent. and the extra cost incidental to the indirect mode of importation consequent upon the absence of direct means, those fruits become high priced articles of luxury. This duty might under arrangement be conceded, and doubtless by special efforts, combined with cheapened cost, the consumption would be largely increased. The articles of flour and fish stuffs are subject to a duty with you of about 40 per cent. and 30 per cent. respectively. A reduction of a portion of this duty on direct imports from Canada might combine the double advantage of relieving your population of some of the burden of taxation, more particularly felt in these times of depression, and give some advantage to Canada in the sending of those supplies.

"With respect to the length of time stated by you for the voyage, I would remark, that the estimate of ten or twelve days is quite too large. From Kingston to Halifax, calling at Santiago is 1,790 miles. The steamer would average 300 miles a day, which allowing one day for detention at Santiago, would make the time of voyage but seven days. And as regards the shipping of fruit, I apprehend that the difficulty of safe stowage and transport, even if sugar and molasses should be shipped at the same time, will be no greater than is experienced in other lines.

"It being implied that Canada would receive the maximum of benefit, it cannot be extravagant to suggest that Jamaica might bear the minimum of cost, and to remove any apprehension that Canada is seeking anything unduly oppressive, I beg to add that if the sum of £2,000 per annum only were granted by Jamaica, it would serve to evince a further earnest of 'co-operation.'

"As it is necessary that I should leave Jamaica on the 3rd prox., any reply that may be deemed necessary to make to this communication might be addressed direct to the Honorable Minister of Finance, Ottawa.

"I have the honor to be, Sir,

"Your obedient servant,

"JOHN T. WYLDE,

"Commercial Agent of the Government of Canada to the West Indies.

"REV. J. B. ELLIS,

"Secretary of the Jamaica Society
"of Agriculture and Commerce,
"Kingston."

29. *Mr. Wylde's Letter to the Colonial Secretary of Jamaica.*

"KINGSTON, JAMAICA, 2nd March, 1887.

"SIR,—I have the honor to hand you a copy of correspondence with the Jamaica Society of Agriculture and Commerce on the subject of direct steam communication with Canada.

"I trust that further negotiations between our respective Governments may lead to a successful issue.

"I have to thank you for the readiness with which you gave me every assistance and for your uniform kindness and courtesy.

"I am, Sir,

"Your obedient servant,

"JOHN T. WYLDE,

"Commercial Agent of the Government of Canada to the West Indies.

"Hon. E. N. WALKER,

"Colonial Secretary,

"Kingston, Jamaica,

30. One or two of the large receivers of cargoes at Jamaica from Nova Scotia are adverse to steam communication. The trade with Canada being chiefly with that Province, the statement is made that as the market was frequently, as then, greatly over-stocked with fish the business needed no development. Other considerations, I apprehend, must enter into the subject of trade development than merely the supply of fish. In conversing with the dealers I found general objection existing as regards irregularity of supply.

31. Jamaica is a most beautiful island. Small-pox was very prevalent in Kingston owing to want of sanitary precautions; but the island is most healthy, and in the country parts, particularly where the inhabitants enjoy higher altitudes, the most perfect climate may be found. The island contains about 600,000 inhabitants. In 1881 the classification was as follows: White, 14,432; colored, 109,946; black, 444,186. The black and colored populations are increasing much faster than the white, giving room for much conjecture as to the resident races in the future.

32. On a careful consideration of the desirability of having steam communication with the West Indies, and of the routes to be chosen, I am led to observe that, while the scheme may meet with hostile opinions, where a long-settled business by sailing craft has been established, I find a general expression, in the business circles I have visited, in favor of these great facilities, that opportunity may be afforded for a more general export of Canadian products.

33. As regards the routes offering the greater commercial advantages I beg to recommend the following:—

A line of two steamers between Halifax and Kingston, Jamaica, calling at Havana on outward voyage and at Santiago de Cuba and Cienfuegos alternately, on returning to Halifax; voyages to be made every three weeks. Also a line of two steamers from Halifax to St. Thomas, thence to Ponce, Mayaguez, and San Juan in Porto Rico, and back to Halifax, calling at Bermuda each way. Voyages to be made every three weeks.

34. I have ventured to recommend making Halifax the terminal point, in view of the large volume of trade already established between Nova Scotia and the West Indies.

35. In the official returns for the year ended June, 1885, I find that the value of the direct exports of Canada to the West Indies amounted to \$2,745,251; of this sum Nova Scotia contributed \$2,488,131, leaving but \$257,120 as the contribution of all the other Provinces. The conviction therefore forces itself upon the judgment that any undertaking to perform a steam service will be influenced by the attractions of assured traffic, as regards an estimate of the amount of assistance required by subsidy.

36. Besides assisting in the prosecution of a trade already established, it might be deemed desirable to afford opportunity for the development of an export trade in products incidental to other parts of the Dominion.

37. I had the honor of meeting members of the Board of Trade of St. John, N.B. this week, when the subject of supplying traffic was very fully discussed. Assurances were given of co-operation; and I am inclined to think that in due course much trade might be developed, that now lies dormant. In the light of development, it might be considered judicious to use the ports of Halifax and St. John alternately in establishing the line of two steamers to Cuba and Jamaica as suggested.

38. If direct steam communication be established, the merchants and manufacturers of Canada should be alive in the use of modern methods to push business and meet competition. A knowledge of the Spanish language is most useful, in fact indispensable, in any attempt to introduce Canadian products into the Spanish West Indies by samples or personal intercourse; and in the general desire to extend Canadian trade, it would be well to keep in view this essential qualification.

39. If our cotton manufacturers are able to supply white cottons or colored prints to meet the requirements of the West India people, in point of texture, and at competitive prices, the islands afford a wide field, as the climate necessitates the wearing of such goods all the year round.

40. The following statements will be found in the appendix, viz.:—

Statement of duties payable in Jamaica on sundry articles, Appendix T.

Statement of imports, Appendix U.

Statement of exports, Appendix V.

Statement of steamship lines, Appendix W.

Pro forma port charges account, steamer 1,000 tons, Appendix X.

Pro forma account sales, flour, Appendix Y.

Pro forma account sales, fish, Appendix Z.

41. In closing this report, I cannot refrain from mentioning the satisfaction I experienced in hearing so many expressions of respect and admiration on the part of eminent gentlemen of the West Indies for our Dominion of Canada. The excellent position taken by Canada in the late Exhibition, London, both as regards the extent of exhibits and the ability of the Agent, the High Commissioner, was frequently commented upon in most favorable terms.

I also gladly bear testimony to the valuable assistance rendered me by Consul General A. de C. Crowe, and Acting Vice-Consul V. F. Butler, of Havana, Vice-Consul Fowler of Cienfuegos, Hon. E. N. Walker, Colonial Secretary, Jamaica, Collector General Gillard and other gentlemen of Kingston, Consul General R. H. Hertslet of San Juan, Porto Rico; all of whom evinced their respect for the Dominion of Canada by a cheerful rendering of valued service to her Agent.

Respectfully submitted,

JOHN T. WYLDE,

Commercial Agent of the Government of Canada to the West Indies.

APPENDIX A.

ABSTRACT STATEMENT of Steamships leaving New York for Ports in the West Indies,
December, 1886.

Atlas Steamship Company (U. S. Mail Line), calling at Jamaica, Porto Rico and Hayti (1,450, 1,380 and 1,350 miles, respectively, from New York). The steamers are as follows:

"Albano".....	2,700 tons.	"Alene".....	2,200 tons.
"Athos".....	2,200 "	"Alvo".....	2,200 "
"Ailsa".....	2,200 "	"Alpes".....	2,000 "
"Andes".....	2,000 "	"Alvena".....	1,800 "
"Antilles".....	1,600 "	"Claribel".....	1,500 "
"Arden".....	600 "	"Arran".....	600 "
Total tonnage.....		21,500.	

The ships are rated A 1 100 in English Lloyd's. Iron, Clyde built, with compartments, and are first-class in every respect. Average speed, from 10 to 11 knots an hour.

Quebec Steamship Company (Royal U. S. Mails), calling at Bermuda (Route No. 1), and St. Kitt's, Antigua, Dominica, Martinique, St. Lucia, Barbadoes and Trinidad (Route No. 2). Bermuda is distant from New York 726 miles, the other islands from 1500 to 1,650 miles. The steamers are the "Trinidad" 2,200 tons (gross), and "Orinoco" 2,000 tons (gross). The Company charter an occasional tramp. The steamers are classed A 1 100 English Lloyd's, built in 1884, and average from 10 to 13 knots an hour.

Atlantic and West India Line, calling at St. Croix, St. Kitts, Antigua, Martinique, St. Lucia, Barbadoes, Demarara, Trinidad and Granada. The steamers are the "Baracuata," an A1 steel steamer, 1,082 tons net, and the "Ancicitia," 529 tons net, speed about 10 to 11 knots an hour.

New York and Cuba S.S. Co., calling at Nassau, Havana, Santiago de Cuba, and Cienfuegos (960, 1,240, 1,345 and 1,665 miles from New York respectively). The steamers are the "Niagara," 1,668 tons net; "Saratoga," 1,692; "State of Texas," 1,328; "Cienfuegos," 1,630; Santiago, 1,696, and "San Marcos." The above steamers are first-class, with an average speed of 10 to 13 knots an hour.

Compania Transatlantica Espanola, calling at Havana and Santiago de Cuba. Steamer "Baldernero Iglesias," 1,025 tons.

New York and Jamaica S.S. Co., calling at Jamaica. The steamers "Edith Godden," 350 tons net, and "Vertumius," 469 tons.

Butler, Macdonald & Co's Line, for Porto Rico. The "Elcano," 518 tons net.

William P. Olyde & Co's Line, for Hayti and Santiago. The steamer "Ozama," 624 tons net.

Wm. B. Duncan, Jun., for Santiago, Havana and Turks' Island. The steamer "Samara," 343 tons net.

United States and West India S.S. Co., for Porto Rico. The steamer "Jeanie," 863 tons net.

F. Alexander & Sons, for Havana (weekly), "City of Alexandria," 1,702 tons net; "City of Pueblo," 1,713; Manhattan, 1,155. First-class steamers. Average speed, 10 to 12 knots per hour.

The total steam tonnage employed being about 40,000 tons net.

APPENDIX B.

STATEMENT of leading articles imported in Cuba, from whence received.

Agricultural Implements.....	United States and England.
Alc.....	do do
Bags (empty).....	do do
Bacon.....	do
Beans.....	do Europe.
Bran.....	do
Beef.....	do Brazil.
Butter.....	do Europe
Carriages and Cars.....	do do
Cheese.....	do do
Chemicals, Drugs and Dyes.....	do do
Cement.....	do do
Crackers.....	do
Cattle.....	do
Coals.....	do England.
Cotton, manufacturers of.....	do do
Corn.....	do
Candles.....	do Europe.
Coffee.....	do United States Porto Rico.
Flour.....	do Spain.
Fish.....	do Canada & Newfound-
Furniture.....	do France. [land.
Fruits.....	do
Flax and hemp, manufacturers of.	do Mexico.
Glass and Glassware.....	do Europe.
Hams.....	do
Hay.....	do
Iron, Machinery.....	do England and France.
Nails.....	do
Other, manufactures of.....	do Europe.
Lard.....	do
Leather, manufactures of.....	do
Lumber.....	do Canada.
Oil, mineral.....	do
Pianos.....	do France.
Pork.....	do United States
Paper and manufactures of.....	do Europe.
Rice.....	do England.
Salt.....	do United States Europe.
Tobacco, leaf and chewing.....	do
Wine.....	do France and Spain.

APPENDIX C.

STATEMENT of Lines of Steam Communication with the Island.

- One fortnightly line between Cienfuegos, Santiago and New York, calling at Nassau.
 One weekly between Havana and New Orleans.
 Two semi-weekly between Havana and New York.
 One tri-weekly mail line between Havana, Key West and Tampa.
 One weekly between Havana and Key West.
 One weekly between Havana and Mexico (United States' flag).
 One monthly line (French) between Havana, Havre and Vera Cruz.
 One tri-monthly (Spanish) between Havana, Porto Rico and Spain.
 One line between Havana, Hamburg, Antwerp and Vergo.
 Four coastwise lines.
 Two lines between Havana and Mexico.
 Three lines between Havana, Liverpool, G. B., and Spain.

APPENDIX D.

PRO FORMA Disbursement Account, port charges only, Steamer about 1,000 tons at Havana.

Permit for discharging.....	\$5 30
Gratuity to Customs House officer.....	4 25
Copies of manifest.....	3 50
Translating do	2 50
Custom House entry	8 50
Interpreter's fee	4 00
Pilotage in	25 00
Pilotage out	30 00
British Consul fee	2 12
Bill of health	2 50
Custom house clearance.....	25 50
Gratuity to Custom House officer	5 30
Tonnage dues—see below.	

Tonnage Dues.	Not a Regular Line.	Regular Line.
Entering with cargo and leaving with cargo for each ton imported or exported.....	\$1.30	62½c.
Entering with cargo and leaving in ballast	\$1.30 per registered tonnage.	62½c. per ton of cargo imported.
Entering in ballast and leaving with cargo.....	\$1.00 do do ...	63½c. do do exported.
Entering and leaving in ballast.....	6c. do do ...	Nil.

HAVANA, December, 1886.

APPENDIX E.

PRO FORMA Account Sales of 200 packages of Flour, received per English steamship from Canada.

100 brls. flour, of 196 Spanish lbs., net, \$11.50	\$1,150 00
100 bags do 200 do 11.25	1,125 00
	<u>\$2,275 00</u>
Discount, 4 per cent.....	91 00
	<u>\$2,184 00</u>
Discount, 4 per cent.....	87 36
	<u><u>\$2,096.64</u></u>

Charges.

Duties on brls., 10,000 kilos, at \$4.69½ per 100 kilos.	\$469 50
do bags, 9,200 do do	431 94
	<u>\$901 44</u>
Off, 5 per cent.....	45 07
	<u><u>\$856 37</u></u>

Port dues, 2,000 kilos, at 25 cents per tonneau.....	\$ 5 00
Freigh .....	.....
Lighterage, 15 cents	30 00
Wharfage, receiving, watching and tarpauling, 12 cents..	24 00
Custom House entry and bill stamps	<u>4 00</u>

E. & O. E.

HAVANA, December, 1886.

APPENDIX F.

DUTIES payable on exports from Cuba.

Sugars—Dry, centrifugal and refined, 40 cents per 100 kilos	} Less, 25 per cent.
Muscovadoes & concentrated, 35 do	
Molasses, 13 cents per 100 kilos.....	
Honey, \$5.62½ per 100 gallons.	
Rum, \$3 per pipe.	
Wax—White, \$4.50; Yellow, \$3.73½ per 100 kilos.	
Tobacco—Leaf, 7½c.; scraps, 0.04-68½ cents per kilo.	
Cigars, \$1.68½ per mille.	
Cigarettes, \$1.12½ per mille bundles.	
Timber, 8 per cent. <i>ad valorem</i> , less 24 per cent.	

APPENDIX G.

DUTIES payable on Imports into Canada in gold, with War Tax (25 per cent.) added, less 5 per cent. Articles marked * are exempt from War Tax.

	Old Rate.	New Rate.
Apples.....	\$ 1.80 per 100 lbs.	\$ 1.43 ³ / ₄ per 100 lbs.
*Beans.....	1.12 ³ / ₄ "	0.82 ³ / ₄ "
Bran	0.80 ¹ / ₄ "	0.60 ¹ / ₄ "
Brooms.....	4.60 "	3.46 "
Butter in tins.....	8.33 ³ / ₄ "	6.52 ⁵ / ₈ "
Bacon	4.80 ³ / ₄ "	3.58 ³ / ₄ "
Candles (composition)..	10.80 ¹ / ₄ "	8.10 ¹ / ₄ "
Coal oil in tins.....	3.69 ¹ / ₈ "	2.76 "
Crackers .....	.....	3.62 ¹ / ₄ "
Coal (p. ton 2,240 lbs.)	0.77	0.51 ¹ / ₄
Corn	0.81 ¹ / ₂ per 100 lbs.	0.60 ¹ / ₂ per 100 lbs.
*Flour	5.40 per brl.	4.60 per brl.
*Codfish, Hake & Hake		
Canada.....	1.12 ³ / ₄ per 100 lbs.	0.82 ³ / ₄ per 100 lbs.
Codfish, Norwegian.....	2.18 ³ / ₄ "	.....
Hams.....	4.80 "	3.59 *
Hay	0.57 ¹ / ₄ "	0.46 "
*Herring, smoked.....	1.12 ³ / ₄ "	0.82 ³ / ₄ "
*Lard, in tins, 10 lbs.		
and 20 lbs.....	4.48 ¹ / ₂ "	3.58 ³ / ₄ "
Lumber (white pine)...	8.00 per M feet.	6.00 per M feet.
*Mackerel	1.12 ³ / ₄ per 100 lbs.	0.82 ³ / ₄ per 100 lbs.
Oats	0.78 ¹ / ₄ "	0.60 ¹ / ₄ "
*Potatoes.....	0.62 ¹ / ₄ "	0.48 ³ / ₄ "
Paper, straw wrapping.	2.18 ³ / ₄ "	1.63 ³ / ₄ "
Pork, mess, brls.....	2.32 ⁷ / ₈ "	1.72 ¹ / ₂ "
Tobacco, chewing, plugs	8.05 "	6.03 ³ / ₄ "

APPENDIX H.

STATEMENT of Imports at Havana of Jerked Beef and English and Norwegian Dry Fish.

	1882.	1883.	1884.	1885.
Jerked Beef Lbs.	22,786,110	25,649,900	22,719,700	22,258,106
English Codfish Drums.	33,217	36,326	38,276	35,377
do Haddock do	11,515	8,846	13,916	10,449
do Hake..... do	32,376	24,022	17,325	7,807
Total do	77,108	69,194	69,517	53,533
Norwegian Codfish do	52,345	46,465	38,469	35,286

APPENDIX I.

STATEMENT respecting the Export and Import Trade of the Island of Porto Rico.

EXPORTS.

Sugar.—The average annual sugar crop for exportation amounts to about 90,000 tons, which finds its chief market in the United States and Spain.

Coffee.—The average annual coffee crop is about 25,000 tons, valued at about \$8,000 000. As a large portion of labor is being withdrawn from sugar plantations for its cultivation the production is on the increase. About half the crop, consisting of the best quality, is shipped to England, France, Germany and Italy; the remainder being consumed in Spain, Cuba and in the island. Shipping season from November to July.

Tobacco.—The average annual tobacco crop is about 70,000 cwt., shipped chiefly to Spain, Hamburg and Cuba. Shipping season from May to September.

Cattle.—The island produces very fine cattle in large numbers, supplying the home market as well as that of many of the adjacent islands.

Sundries.—The exports of oranges, cocoanuts, hides, &c., amount to considerable value.

SAN JUAN, January, 1887.

APPENDIX K.

IMPORTS.

The total value of imports into the island is about \$14,000,000. France and Germany contribute about \$1,000,000; Great Britain about \$3,000,000, of which about \$1,000,000 is for rice from Liverpool, to the extent of about 2,000 tons. The total importation of rice from all parts reaches to about 20,000 tons.

Cotton manufactures, chiefly from England and Spain, sum up about \$1,000,000, and hardware, machinery, vegetables, beer, &c., also from Europe, represent about \$1,000,000. The balance is made up with flour, provisions, oil, lard, lumber and fish from Spain, the United States and Canada; nearly the whole of the fish consumed coming from Nova Scotia.

The island consists of about 3,750 square miles. Number of inhabitants about 800,000. Annual trade amounts to about \$30,000,000.

APPENDIX L.

STATEMENT of Lines of Steamers calling at Porto Rico, and engaged in International and Coasting Service.

SAN JUAN, P. R., January, 1887.

1. A Spanish line, carrying the royal mail between Spain and Cuba, calling at San Juan each way.

This Company has long enjoyed a large subsidy, the terms of which having expired, the service is to be offered to public competition.

2. A French line between France and Cuba, calling at San Juan.

3. A line of Spanish steamers, once a month, from Hamburg, calling at Spain, bringing cargo to San Juan and outports, and proceeding to Cuba.

4. Two lines under Spanish flag between Liverpool, Great Britain, and San Juan, calling at Santander.

5. One steamer between the United States and San Juan; an additional steamer in contemplation.

6. Five lines running coastwise around the island, and between Iaguyza, St. Thomas, San Domingo and Cuba.

7. Occasional steamers from Barcelona, Antwerp, Havre, &c.

8. Royal mail steamer (English), once a month, between St. Thomas and San Juan.

APPENDIX M.

Port charges of a British steamship of 1,000 tons register.

Pilotage, in and out.....	Spanish	\$31 00
Interpreter's fees		1 00
Stamps for ship's manifest ..		0 75
Customs House entry and clearance in ballast		2 00
Customs House, entry and clearance, with cargo.....		9 00
Health visit		12 00
Visé of bill of health.....		1 00
Legalization to translation of manifest by Gov't interpreter		3 00
Bill of health.....		2 00
Shifting each time		4 90
Outward tonnage dues, 50 cents per 1,000 kilos, gross weight of cargo, and is payable by vessel when not otherwise stipulated.		
Warfare dues for 6 days, \$4.50, and every day additional, 50 cents per day.		

	Spanish \$	
6½ per cent. premium		\$
Translation and copies of vessel's manifest, from \$10 to \$50, according to length.....		\$
Stage hire per day	1 00	\$

N.B.—If the steamer moors and unmoors to the wharf, an extra charge of \$15.50 is incurred, unless otherwise specified in bill of lading. Fifty cents, Spanish, per 1,000 kilos, gross, for harbor cleaning, and 62½ cents, Spanish, per 1,000 kilos, gross, for inward tonnage dues on the cargo landed, to be paid by vessel.
ST. JOHNS, P. R., January, 1887.

APPENDIX N.

PRO FORMA Account Sales of Flour from any of the British Provinces, under
British Flag.

SOLD AT 6 MONTHS' CREDIT AND 4 PER CENT DISCOUNT.	\$ cts.	\$ cts.	\$ cts.
200 barrels and 200 bags of flour, at \$9		3,600 00	
4 per cent. discount.....		144 00	
			3,456 00
<i>Charges.</i>			
Labor, receiving, delivering and weighing		5 00	
Cooperage and sewing.....		2 00	
Lighterage, at 6½c.....		25 00	
Freight			
Import duty on—			
200 barrels, weighing (gross)..... 19,000 kilos.			
Less—Tare..... 1,800 "			
			17,200 "
200 bags Kilos. 19,000			
Less—Tare..... " 200			
			18,800 "
			36,000 "
36,000 kilos., at \$3.45 per 100 kilos	882 00		
Import duty on 200 kilos. (bags) at 4c	8 00		
	890 00		
6 per cent. additional.....	63 40		
Spanish gold	943 40		
6½ per cent. premium	58 96		
		1,002 36	
6 per discount on terms.....		207 36	
6 per cent. commission and guarantee		172 80	
			1,414 88
			2,041 48

N.B.—When vessels are moored to wharf, lighterage is avoided. Harbor cleaning dues, at 50 cents per 1,000 kilos., gross, and inward tonnage dues, at 6½ cents per 1,000 kilos., gross, are payable by the vessel, unless conditions of bill of lading impose them on the cargo, as is usual with the steamers now running here.

ST. JOHN, P.R., January, 1887.

under

APPENDIX O.

PRO FORMA Account Sales of Fish received per British Steamer
of the British Provinces.

from any

\$ cts.	\$ cts.	\$ cts.	\$ cts.
SOLD AT 6 MONTHS' CREDIT AND 4 PER CENT. DISCOUNT.			
200 casks of fish 110,000 lbs.			
12 per cent. tare 13,200 "			
	96,800 "		
50 boxes of fish 5,000 "			
70½ do 3,500 "			
	105,300 "		
105,300 lbs. of fish, at \$4.80	5,054 00		
50 barrels mackerel, at \$8.	400 00		
75 do split herring, at \$4.	300 00		
4 per cent. discount			5,754 40
			230 18
			5,524 32
<i>Charges.</i>			
Labor, receiving, delivering and weighing		38 50	
Cooperage		10 00	
Freight			
Import duty on cod 55,294 kilos.			
Less—20 per cent. tare 11,058 "			
	44,234 "		
44,234 kilos, at 88c. per 100 kilos.	389 26		
Import duty on 18,750 kilos.			
Less—20 per cent. tare 3,750 "			
	15,000 "		
15,000 kilos., at 88c. per 100 kilos.	132 00		
	521 26		
6 per cent. additional.	31 28		
Spanish gold	552 54		
6½ per cent. premium	34 58		
	587 07		
Telegrams and petties			
Lighterage discharging	57 04		
6 per cent. discount on terms	331 45		
5 per cent. commission and guarantee	276 21		
			1,300 27
			4,223 95

When vessels are moored to wharf, lighterage is avoided Harbor cleaning dues, at 50 cents per 1,000 kilogrammes, and inward tonnage dues, at 62½ cents per 1,000 kilogrammes, gross, are payable by vessels, unless conditions of bill of lading impose them on cargo, as is usual with the steamers running here.

ST. JOHN, P.R., January, 1887.

APPENDIX P.

PRO FORMA Account Sales of Spruce Lumber from any of the British Provinces,
under British Flag.

SOLD AT 6 MONTHS' CREDIT.	\$ cts.	\$ cts.	\$ cts.
5,000 feet spruce lumber, at \$18.....			90 00
<i>Charges,</i>			
Labor receiving and delivering		3 75	
Import duty on 12 cubic metre, at \$1.30	15 60		
6 per cent. additional	0 94		
Spanish gold	16 54		
6½ per cent. premium	1 03		
6 per cent. discount on terms		17 57	
5 per cent. commission and guarantee		5 45	
			32 17
			57 83

E. & O. E.

N.B.—Harbor clearing dues at 50c. per 1,000 kilogs gross and inward tonnage dues at 62½ cents per 1,000 kilogs gross, are payable by vessel unless conditions of bill of lading impose them on cargo as is usual with the steamers now running here.

St. Johns, P.R., January, 1897.

APPENDIX Q.

COMPARATIVE STATEMENT showing the Duties charged on Imports into Porto Rico at the old rates and the reduced rates, chargeable since 15th October, 1886.

\$ cts.

90 00

32 17

57 83

62½ cents
on cargo

	Unit of Value.	Old Rate	New Rate.	Per 100.
		\$ cts.	\$ cts.	\$ cts.
Apples and Pears.....	100 kilos.	3 13	2 16	1 00
Brooms and Brushes.....	do	5 80	4 00	1 84
Bacon.....	do	4 06	2 80	1 28½
Beans and Peas.....	do	1 84	1 28	0 56½
Butter.....	do	9 20	6 40	2 94½
Cornmeal.....	do	1 10	0 65	0 30
Crackers.....	Kilo.	0 06	0 04	* 0 01½
Cheese.....	do	0 09	0 06	2 75½
Carriages.....	1	87 00	60 00	60 00
Cotton, manufactures of.....	Kilo.	.....	33½ p.c. adv.	.....
Fish, salted, &c.....	100 kilos.	1 18	0 88	0 40½
Flour.....	do	3 28	2 45	1 12½
Flax, Hemp, &c, manufactures of.....	do	5 80	4 00	1 84
Furniture, common.....	do	9 06	6 25	2 87
do fine.....	do	27 18	18 75	8 62
do superior.....	do	43 50	30 00	13 80
Glass, common bottle.....	do	4 60	3 20	1 47
Hams and Shoulders.....	do	6 09	4 20	1 93
Hay.....	do	5 04	3 48	1 60
Iron Nails.....	do	3 77	2 60	1 20
Lard.....	do	5 06	3 52	1 62
Leather, Boots and Shoes.....	Kilo.	0 80	0 55	25 30
Lumber, Pitch and White Pine, Boards, Beams, &c.....	Cub metre	1 76	1 30	.....
Shingles and Clapboards.....	100 kilos.	0 30	0 22	0 10½
Hoops, Shooks and Headings.....	do	0 35	0 27	0 12½
Malt Liquors.....	Hectolitre	3 48	2 40	.....
Oats.....	100 kilos.	1 16	0 80	0 36½
Pilot Bread.....	do	3 77	2 60	1 20
Soap.....	do	3 77	2 99	1 37½
Spirits.....	Hectolitre.	13 85	9 25	.....
Tobacco, manufactured.....	Kilo.	0 70	0 70	32 25
Vegetables, fresh.....	100 kilos.	0 87	0 61	0 28
do preserved.....	do	1 81	1 28	0 59½

* Per Lb.

On all above 6 per cent. additional is charged.

Free—Agricultural Implements, Coal, Ice.

Duties and all other Government revenues payable in Spanish gold. The Treasury admits at present payments in Mexican silver dollars, at \$1.05·263 for \$1 Spanish.

Beef.....\$2.00 per Brl.

Pork.....2.60 do

Candles (tallow).....1.84 per 100 lbs.

APPENDIX R.

STATEMENT of duties payable on Sundry articles at Barbe.

Beef.....	\$1.20	per 100 lbs.
Butter.....	1.80	" "
Bran.....	0.15	" "
Candles.....	2.00	" "
Cheese.....	1.80	" "
Coal.....	0.60	" ton.
Cornmeal.....	0.30	" bbl.
Crackers.....	0.12	" 100 lbs.
{ Dry fish.....	0.05	" 112 "
{ Mackerel.....		
{ Herring.....	0.10	" bbl.
{ Alewives.....		
{ Salmon.....	0.12	" "
{ Smoked herring.....	0.05	" 112 lbs.
Flour.....	1.00	" bbl.
Hams	1.20	" 100 lbs.
Hoops.....	1.44	" 1200.
Oil (kerosene).....	0.05	" gall.
Lard, cases, 85 per cent.....	1.00	" 100 lbs.
Lumber.....	1.20	" M. ft.
Malt liquors { In wood.....	4.50	" Hdd.
{ Bottled.....	0.30	" doz. qts.
Matches, per box.....	0.24	" gross.
Oats.....	0.15	" 100 lbs.
Pease.....	0.12	" "
Pork.....	1.20	" "
Powder. { Blasting	1.20	" "
{ Sporting.....	2.50	" "
Rice.....	0.12	" "
Shingles.....	0.36	" M.
Shooks, sugar, hhd }		
Staves, red oak. }	1.44	" 1200.
Soap	0.30	" 100 lbs.
Tallow.....	0.48	" "

FREE.

Cattle,
Glass bottles,
Hay,
Manures,

Onions,
Potatoes,
Sheep.

Steamers bringing a regular mail pay 24c. per ton on every ton of cargo discharged or laden.

APPENDIX S.

MINUTE of His Excellency the Governor, of date 2nd February, 1887.

The above extract of instructions was handed to me by Mr. Wylde, whom I had much pleasure in welcoming to Jamaica, and only regret that my departure for England to-morrow will prevent me from seeing more of him.

Mr. Wilde did not appear prepared to make any definite statement of what was desired by the Canadian Government with respect of what is styled in the foregoing extract "any concession in duties or otherwise," so I am not able to enter into the subject except so far as to ascertain that there would probably be difficulty in obtaining a remission of the duty on sugar imported into Canada from the British West Indies.

With respect to encouragement being given to a line of steamers between this and Canada, I was able to assure him that I would personally hail with pleasure the establishment of any such line, and that, though I had no power to make any sort of pledge which would involve expenditure from the revenues of Jamaica, that I would gladly recommend to the Legislature to afford such support as might seem proper to any line of good vessels that would undertake to maintain a punctual, satisfactory and fairly fast line of communication between Canada and Jamaica. I may add that I believe that such a line would receive considerable support from merchants and the public, and that it would benefit both the Dominion and this colony to a very appreciable extent.

The Colonial Secretary will kindly give Mr. Wylde a copy of this minute and no doubt in due course we shall receive some definite proposals with respect to the projected line of steamers.

H. W. NORMAN.

APPENDIX T.

STATEMENT of Duties on Sundry Articles payable in Jamaica.

	Sterling		
	£	s.	d.
Ale, beer and porter, per gallon.....	0	0	6
Bacon and hams, lb.....	0	0	2
Beef, bbl.....	0	15	0
Beans, bush.....	0	0	4
Bread or biscuits, 100 lbs.....	0	6	0
Butter, lb.....	0	0	2
Fish—Codfish, 100 lbs.....	0	3	6
Salmon, bbl.....	0	10	6
Mackerel do	0	4	6
Alewives do	0	2	6
Herrings do	0	2	6
do smoked, lb.....	0	0	0 $\frac{1}{4}$
Flour, wheat, bbl.....	0	8	0
Lard, lb.....	0	0	0 $\frac{1}{4}$
Matches, gross of 12 boxes containing 100 each.....	0	5	0
Meal, bbl.....	0	2	0
Pork do	0	15	0
Oats, bush.....	0	0	4
Oil, gall.....	0	0	9
Rice, 100 lbs.....	0	3	0
Soap do	0	5	6
Sausages, lb.....	0	0	2
Tobacco, manufactured, lb.....	0	1	0
Wood—White pine lumber, per 1,000.....	0	9	0
Pitch pine do do	0	13	0
Cypress shingles.....	0	6	6

FREE.

Coals.
 Fresh fish.
 do meat.
 do fruit.
 do vegetables.
 Ice.
 Pipes for conveying fluids.

Poultry.
 Sheep.
 Shooks.
 Tallow.
 Wood hoops.
 Staves and headings.
 Wire fencing.

APPENDIX U.

STATEMENT of chief articles of import into the Island of Jamaica for the year ended 30th September, 1886.

Ale, beer and porter	£ 26,280
Beef and pork (salted)	35,000
Bread or biscuit.....	11,000
Butter	29,000
Candles { tallow £ 625 }	
{ composition 1,835 }	2,460
Cheese	7,800
Corn.....	12,558
Cornmeal.....	18,884
Coals	38,277
Fish { dry..... £112 235 }	
{ packed. 45,145 }	157,380
Ice	2,582
Flour	152,672
Hams and bacon	5,500
Lard and oil.....	30,000
Matches	3,045
Oats	1,235
Peas and beans.....	2,800
Rice	51,704
Soap	19,958
Spirits	2,850
Tobacco (raw)	6,785
Tea.....	2,253
Wood, white pine.....	19,000
do pitch pine	12,000
do cypress shingles.....	5,284
do cedar.....	1,100

Imported from:—

United Kingdom.....	£677,276	or 51·3	per cent.
United States.....	499,895	34·1	"
Canada	143,953	11·1	"
Other countries	46,931	3·5	"

APPENDIX V.

STATEMENT of Exports from the Island of Jamaica for the year ending 30th September, 1886.

Fruit	£231,522	or 18·2½ per cent.
Sugar	202,791	" 15·9 "
Foreign goods	201,803	" 15·8 "
Dye woods	194,800	" 15·4 "
Rum	184,544	" 14·3 "
Coffee	119,884	" 9·4 "
Pimento	46,704	" 3·6 "
Minor items	93,060	" 7·2 "
Total	£1,286,118	

Exported to—

United Kingdom	£509,429	or 39·7 per cent.
United States	563,162	" 44·0 "
Canada	44,746	" 3·5 "
Other countries	162,781	" 12·8 "

APPENDIX W.

STATEMENT of Steamship Lines using Kingston, Jamaica.

1. Royal Mail Steam Packet Company, Transatlantic mail line, viz.: SS. "Para," 3,805 tons; "Don," 3,605; "Medway," 3,687; "Moselle," 3,298; "Nile," 3,039. These ships leave Southampton for Kingston every alternate Thursday, calling at Barbadoes, having connecting lines for Colon, Belge, Havana and Vera Cruz.
2. West Indian and Pacific S.S. Co. Steamships of this line leave Liverpool once a month for Kingston, Vera Cruz and New Orleans.
3. London and Belize Line from London calling at Kingston.
4. Atlas S.S. Co. A fortnightly line between Kingston and New York, having a service once in ten days around the island.
5. Clyde Line between London and Kingston and Glasgow and Kingston.
6. Glasgow Line, once a month between Glasgow and Kingston, and London and Kingston.
7. Sundry tramps.

APPENDIX X.

PRO FORMA Disbursement Account by a Steamer of 1,000 tons, with a suppositious draught of water of say 18 feet.

	£	s.	d.
To Inward pilotage from sea to Kingston.....	5	11	0
Outward do Kingston to sea.....	3	12	0
Reporting fee.....	0	10	0
*Lighterage dues, 2s. 3d. per ton.....	2	15	7
Harbor dues	1	15	0
Mooring and unmooring (if necessary)	0	6	0
Water (at vessel's option)	3	12	0
Agent's fee for entering and clearing	3	4	0
	£21	5	7

* Payable by the same vessel only once every three months.

For full particulars of harbor masters' fees, water supply, pilotage, &c., see pages 321 to 326 of the Hand book of Jamaica for 1886-87.

APPENDIX Y.

PRO FORMA Account Sales of Flour received ex ———, from Halifax, N.S., and sold by the undersigned, for account of Messrs. Whom it may concern.

	£	s.	d.	£	s.	d.
100 barrels of baking flour, at 31s.....	155	0	0			

*Charges.

Freight from Halifax, 3s.....	15	0	0			
Duty, 8s. a barrel.....	40	0	0			
Wharfage, 4d.....	1	13	4			
Fire Insurance, 1 per cent.....	1	11	0			
Commission and guarantee, 5 per cent.....	7	15	0			
				65	19	4

Net proceeds..... £59 0 8

* These sales are supposed to be ex. ———, original landing dock. If flour has to be stored there will be an extra charge for cartage of 1d. per barrel, and for storage not less than 3d. per barrel.

E. & O. E.

The above sales are based on present cost of importation from New York of the particular grade baking flour used here. This flour costs to-day in New York \$4.65 per barrel. The market is very prejudiced against any flour other than certain brands of New York city mills.

KINGSTON, JAMAICA, 3rd February, 1887.

APPENDIX Z.
Pro Forma Accounts Sales per on account of the concerned.

Date.		Codfish.				Herring, barrels.	Mackerel, barrels.	Alewives, barrels.		£ s. d.
		Tierces.	Boxes.	Half-boxes.						
1884.										
Oct. 24.....	Sold at 80 days	200	150	150	200	100	50		At 18s. + $\frac{1}{2}$; 22s, 11s, 22s, 36s, 24s	379 12 0
do 29.....	do	50	35	35	50	25	13		do	378 8 0
do 31.....	do	50	35	35	50	25	12		do	379 12 0
Nov. 1.....	do	50	45	45	50	25	13		do	384 18 0
		200	150	150	200	100	50			1,522 10 0
CHARGES.										
Oct. 20.....	Paid duty on 112,100 lbs. fish, at 3s. 6d. per 100 lbs.; herrings and alewives, at 2s. 6d. per bbl.; mackerel, at 4s. 6d. per bbl.									6 11 9
	Interest thereon to maturity, say 102 days, at 8 per cent. per annum									5 11 9
	Fire insurance, £4 10s.; advertising, 25s.; stamps, 21s									6 16 0
	Wharfage, at 1s. 6d. per tierce, 6d. per box, 3d. per half box, 9d. per bbl., 1s. 25 per cent.									25 6 3
	Commission on £1,522 10s., at 5 per cent.									3 2 0
Nov. 1.....	Proceeds due 30th January, 1885									363 15 0
	Less interest to maturity									1,188 16 0
										23 2 2
do 1.....	Cash, 1st November									1,135 12 10
	To Colonial Bank bill, at 90 per cent., £1,123 4s. 9d.; 1 per cent. premium, £11 7s. 1d.; stamps to bill, 21s.									1,135 12 10

E. E.

KINGSTON, JAMAICA, as of 1st November, 1884.

**UNITED STATES Exports to the British West India Islands, for the Year ended
30th June, 1885.**

		\$	\$
Animals—			
Cattle.....	No. 1,359	104,927	
Horses.....	" 44	7,840	
Sheep.....	" 4,116	32,782	145,649
Breadstuffs—			
Bread and biscuits.....	Lbs. 7,372,638	231,591	
Oats.....	" 113,845	51,394	
Wheat flour.....	Brls. 414,872	1,865,216	
Indian corn.....	Bush. 339,042	215,739	
Corn meal.....	" 89,511	289,817	
			2,653,747
Carriages and horse cars.....			52,720
Chemicals, drugs, dyes and medicines.....			71,448
Cotton, manufactures of—			
Colored.....	Yds. 795,679	50,021	
Uncolored.....	" 486,920	49,308	
Other.....		16,785	116,114
Fish—			
Codfish, haddock, hake and pollock.....	Lbs. 1,438,958	51,985	
Other.....		80,777	32,762
			35,514
Flax, hemp and jute, manufactures of.....			
Iron and steel, manufactures of—			
Machinery.....		125,055	
Unclassified.....		111,954	137,009
Leather, manufactures of—			
Boots and shoes.....	Pairs. 89,742	83,827	
Other.....		10,302	94,129
Oil-cake and oil-cake meal.....	Lbs. 8,438,867		153,059
Oils, mineral, refined.....	Galls. 1,537,856		163,080
Provisions—			
Beef, fresh and cured.....	Lbs. 2,258,955	170,956	
Bacon.....	" 183,994	15,503	
Hams.....	" 736,288	55,087	
Pork, fresh and cured.....	" 7,244,612	506,921	
Lard.....	" 2,739,918	195,655	
Butter.....	" 1,956,746	324,213	
Cheese.....	" 625,682	83,752	
Other.....	" 61,674		1,443,761
Spirits—			
Whiskey.....	Galls. 132,687	125,962	
Other.....	" 49,892	9,346	135,308
Tobacco—			
Leaf.....	Lbs. 1,136,679	125,362	
Manufactures of.....		89,605	214,967
Vegetables—			
Pease and beans.....	Bush. 39,011	57,343	
Potatoes.....	" 17,032	14,130	
Other.....		14,687	86,160
Wood—			
Lumber—			
Boards, deals, &c.....	M. ft. 15,630,000	239,488	
Shingles.....	M. 7,329,000	37,685	
Shooks.....		159,682	
Staves and headings.....		30,483	
Other.....		11,883	
Timber.....		1,468	
Manufactures of.....		115,322	656,011
Total, Domestic and Foreign.....			6,291,347

IMPORTS into the United States from the British West India Islands for the Year ended 30th June, 1885.

FREE.		\$	\$
Chemicals, Drugs and Dyes—			
Logwood, in sticks..... Tons.	2,312	32,787	
Other.....		110,107	
Cocoa..... Lbs.	3,497,059		142,894
Coffee..... "	3,896,698		512,398
Fruits—			318,114
Bananas.....		715,595	
Cocoanuts ..		111,631	
Other.....		192,595	
Hides and Skins..... Lbs.			1,019,851
India rubber and gutta percha..... "	82,319		42,165
Spices, unground, crude..... "	2,744,739		36,064
Wood, manufactured, not elsewhere specified.			107,710
Unclassified.....			23,725
Total.....			138,984
Total.....			2,341,905
SUBJECT TO DUTY.			
Fruits—			
Oranges.....		145,293	
Other.....		44,943	
Salt..... Lbs.	103,300,859		180,236
Spirits..... Galls.	40,239		90,756
Sponges.....			84,178
Sugar and Molasses—			130,035
Molasses..... Galls.	997,394	150,245	
Sugar..... Lbs.	282,270,638	6,896,699	
			7,046,944
Total.....			7,542,149
Total, Free and Dutiable goods.....			9,884,054

r the Year

IMPORTS from Cuba into the United States for the year ended 30th June, 1885.

		FREE OF DUTY.			
				\$	\$
\$	Asphaltum, crude.....	Lbs.	2,821,971		31,587
	Fruits—				
	Bananas.....			610,699	
	Cocoanuts.....			134,249	
	Other.....			177,092	
142,894	Hides and skins.....				920,040
512,398	Wood manufactured.....				142,162
318,114	Unclassified.....				544,574
					68,951
	Total Free.....				1,698,305
SUBJECT TO DUTY.					
	Fruits—				
	Oranges.....			76,008	
	Other.....			9,723	
					85,731
	Iron—				
1,019,851	Ore.....	Tons.	28,209	40,948	
42,165	Manufactures of.....			14,090	
38,064					55,038
107,710	Sponges.....				81,991
23,725	Sugar and molasses—				
138,984	Molasses.....	Gals.	23,680,978	2,726,710	
	Sugar.....	Lbs.	1,115,054,601	30,442,585	
2,341,995					33,169,295
	Tobacco—				
	Leaf.....	Lbs.	9,754,099	2,930,580	
	Cigars.....		876,203	3,045,391	
	Other.....			2,981	
					6,979,402
	Still Wines—				
7,046,944	In casks.....	Galls.	40,044	19,575	
7,542,149	Bottles.....		236	408	
					20,381
9,884,054	Unclassified.....				102,053
	Total Subject to Duty.....				40,493,881
	Total, Free and Dutiable.....				42,192,186

UNITED STATES Exports to Cuba, for Year ended 30th June, 1885.

		\$	\$
Agricultural implements.			14,173
Animals—			
Cattle	No. 5,616	87,310	
Other		1,001	
			88,311
Books, maps, engravings, &c.			28,563
Breadstuffs—			
Bread and biscuits		26,282	
Wheat flour	Brls. 191,250	945,092	
Indian corn	Bush. 108,565	69,314	
			1,040,688
Carriages, horse cars and cars for steam railroads			98,171
Chemicals, drugs, dyes, &c.			161,580
Coal—			
Bituminous	Tons. 95,922	302,438	
Anthracite	" 23,411	83,484	
			385,922
Cotton, manufactures of—			
Colored	Yds. 1,907,352	114,729	
Uncolored	" 697,098	64,920	
			179,649
Fish—			
Codfish, haddock, hake and pollock	Lbs. 1,913,571	73,197	
All other		33,813	
			107,016
Flax, hemp and jute, manufactures of	Lbs. 1,763,285		141,190
Fruits.			20,887
Glass and glassware			57,010
Iron and steel, manufactures of—			
Car wheels		14,288	
Builders' hardware		30,509	
Machinery		350,242	
Nails and spikes	Lbs. 1,410,897	36,889	
Sewing machines		29,275	
Scales and balances		28,160	
Steam engines		94,804	
Wire	Lbs. 748,135	33,106	
Unenumerated		156,738	
			773,961
Leather and manufactures of			54,091
Malt liquors			19,609
Oils, mineral—			
Crude	Galls. 2,991,202	223,302	
Refined illuminating	" 595,982	78,349	
Lubricating	" 23,074	11,659	
Naphtha	" 5,029	672	
			313,912
Paper and manufactures of.			170,274
Provisions—			
Bacon	Lbs. 2,219,675	183,634	
Hams	" 1,945,135	242,168	
Pork, cured	" 458,318	37,045	
Lard	" 21,388,616	1,737,922	
Butter	" 199,808	36,463	
Other		42,502	
			2,279,724
Tobacco and manufactures of.			51,945
Vegetables—			
Pease and beans	Bush. 66,416	168,528	
Potatoes	" 173,344	130,719	
Other	" 17,923	17,923	
			317,170
Wood and manufactures of—			
Lumber	M. ft. 17,378,000	229,850	
Hoops and hop poles		286,929	
Shooks		897,307	
Staves and headings		83,000	
Manufactures of—			
Empty hogsheds and barrels		263,265	
Furniture		38,945	
Other		37,000	
			1,836,286
Unclassified			828,327
Total, Domestic and Foreign.			8,448,523

UNITED STATES Exports to Porto Rico for the Year ended 30th June, 1885.

		\$	\$
14,173	Breadstuffs—		
	Wheat flour..... Lbs.	76,534	364,272
	Other.....		29,493
88,311			394,165
28,563	Candles..... Lbs.		47,822
	Chemicals, drugs, dyes and medicines.....		35,460
	Cotton, manufactures of.....		14,798
	Iron and steel, manufactures of.....		48,969
	Oils, minerals, illuminating..... Galls.	468,699	49,738
	Paper, manufactures of.....		23,702
1,040,688	Provisions—		
98,171	Hams..... Lbs.	599,500	69,102
161,580	Pork, salted or cured..... "	1,987,846	147,111
	Lard..... "	2,785,040	230,011
	Butter..... "	160,555	22,335
385,922	Cheese..... "	250,384	23,885
	Other.....		8,984
179,649			501,425
	Wood, Lumber—		
	Boards, deals, &c.....	2,922,000	44,661
107,010	Hoops and hop poles.....		27,727
141,190	Shooks.....		167,740
20,887	Staves and headings.....		29,693
57,010	Other.....		9,893
	Timber.....		102
	Manufactures of.....		12,674
			282,490
	Unclassified.....		117,366
	Domestic.....		1,515,917
	Foreign.....		36,028
	Total Domestic and Foreign.....		1,551,945

IMPORTS into the United States from Porto Rico, for the Year ended 30th June, 1885.

		\$	\$
313,912	FREE.		
170,274	Coffee..... Lbs.	4,864,188	603,564
	Fruits.....		19,000
	Hides and skins.....		15,786
	Wood, unmanufactured.....		8,651
	Unclassified.....		9,967
	Total Free.....		656,918
2,279,724	SUBJECT TO DUTY.		
51,945	Fruits—Oranges.....		11,300
	Sugar and Molasses—		
	Molasses..... Galls.	6,029,923	1,213,709
317,170	Sugar..... Lbs.	159,769,898	4,200,888
			5,414,597
	Unclassified.....		21,374
	Total subject to Duty.....		5,447,271
	Total Free and Dutiable.....		6,104,263